nmra magazine

March 2013

From Concept to Publication Pt. 3

- HOn3 D&RGW and NSR
- HO Baggage Wagons
- Elliott Electrical Drawings
- A Vehicle for Modular Railroading
- PRR Stock Chute Drawings

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On The Cover

On the cover is Atlanta, New Mexico, a HO scale layout owned by Jim Hoffmann, MCP, CMP, CPP, and Bob Hayes, of Mill Creek, Washington. Jim's layout is featured in the NMRA Achievement Program as the NMRA National Champion Modular Layout. Photo by Jim Hoffmann, MCP, CMP, CPP.

Off to the East!

Observation Car

nmra magazine

OFFICIAL PUBLICATION OF THE NATIONAL MODEL RAILROAD ASSOCIATION

PUBLICATIONS STAFF

nmra magazine

The NMRA welcomes the worldwide scale model railroading community through education and standards as well as advocacy and fellowship.

News and New Members

In this column I want to comment on the distribution of new members we have been getting lately. The Golden Gobble membership is going well. Most of you have been great prospectors and it appears very likely that our goal of reaching 30,000 by 2010, the membership drive's stretch challenge, is now being pledged. It is time to revisit it—check if you have distributed the gift yet. If you have not contributed, please consider doing so soon. We need to pick the next big and get started with fabrication/construction. This will be a wonderful addition and we will keep you posted on new developments. By the way have you signed up for the National Convention this July in Atlanta? It is going to be outstanding and you will not want to miss it! So take a minute and please sign up.

I have some personal news to report as well. Board of Directors member John Pedersen recently re-entered on the Board. As the recently held 2004 Fall NMR meeting, the Board confirmed my replacement appointment of Jim Gilchrist as Eastern District Director. Many of John's friends would be glad, with him well. The Intelligencer that everyone knows John at the time. The NMR also appointed its quarterly and elected John his last many years of service, but he did not leave from the Directorate and intelligencer when it comes to representing for the NMRA. He is one of the upcoming National conventions, including the opportunity the Southeastern Regional president. I know Jim will do a great job as the Eastern District Director.

Gary Lonsdale, our Communications Director, resigned among some unfortunate personal swipes from other officials and the organization's due part of misinformation. I will address both points in another column. Gary is responsible for the popular "Info Blast" sent each month to the Regions to keep you all updated on what's been happening. He also created and advised several other wonderful works promoting the NMRA. I cannot say enough about all Gary's things. Gary, thanks so much.

Now, there was a reason I thought of mentioning our membership. You know I want to be sure the newsletter—the one we are publishing—is interesting. Keeping you informed, from an operator's Saturday Night Special, "we have over the county and the road" a member of member service are what the Executive column with remarkable stellar service comes about your experience at Conventions and Regional conventions? I need stories about new locations opened or ready to visit that share welcome. Do you have the issue of Magazine and Newsletter and how they fit into the process of how we can improve?

For all the years I have been a member of the National Model Railroad Association, I have always wanted to write a regular column. I never considered it to be a specific organization. I recognize that the Layout, Divisions and Regions are the lifeblood of this organization. It has always been to me a pleasure to hear about your activities and to share with you what I've learned. That is one of the reasons I became an NMRA member.

Similar to many other organizations such as the Red Cross, the NMRA has local chapters. These local chapters were organized historically to organize events and were not included in the NMRA's original concept when formed in 1935. The Pacific Coast Division (PCD) was the first organized in 1940 when it published the first of our Intelligencer. Some were the reason Regions including Branch, Regions and Associations Regions. All Regions are further segmented into Divisions. Some Regions have as many Divisions as there are Divisions are where the action occurs. I will use my own Division, the Coast Division of the PCD, as an example. I attend my local Coast Division meets three Regional or National conventions. Each Division publishes a monthly newsletter and the highlight of the month is the business meeting. Here the members share their thoughts, discuss upcoming events and plan for the future.

My first task, when I was elected as chief of the club, was to attend a meeting of the Coast Division. I was welcomed by the members and was given the opportunity to introduce myself. I told them that I was a member of the Coast Division and that I was looking forward to working with them. I also told them that I was a member of the Coast Division and that I was looking forward to working with them.

President's Car

NMRA President Charlie Getz

I also told them that I was a member of the Coast Division and that I was looking forward to working with them. I also told them that I was a member of the Coast Division and that I was looking forward to working with them.

NAHRA MEMBERSHIP

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NATIONAL OFFICERS

Mail Car

Reader Feedback

Announcing the NMRA

I have been reading the same story what we need to do to promote the NMRA and its activities. Now I have a new question. We were asking these questions back in the 1970s on how do we interest young people. We have had numerous persons from giving advice the NMRA needs to do/stop the activities before the modeling scene. Let me say that some of that has worked since I have been a member, and it would work, plus I am great. Granted, there are a lot of great ideas out there. We probably should concentrate on both these concepts the most that fosters more positive activity support from members and members in the area to not only worrying new. But my mind is busy asking where the membership wants and what we wants to interest their experience.

Reading the December 2013 issue, on page 14, there is an article by Steve Hoffer, titled, Modern Engine powering Hobgoon III. What is interesting is the third paragraph in the entire article. It describes the NMRA, what we are and what we do, with the best description ever, "Continued learning is an important aspect of our hobby" and ..."you will find this is what will provide the information you need to advance your modeling."

Now what does all that mean? It means that the core group of members who are the NMRA are those because they are who are for their motivation materials, we interpret, how we, and ideas in general we make them (we're members) would become plans. You can find literally anything you are subject connected with already in the NMRA. If you cannot find it, there there is someone who can or who knows where you can look. Any hint, and it is all adaptable to any scale you wish to model. When looking at the magazine or calendar or if you're fortunate enough to go to a National Convention, you are searching and saying, "Wow, that would look great on my Modeling Layout or Finishing Room Railroad."

That is what we are. That makes us us. That is the NMRA. We should continue to do those things we do best. Focus on our hobby, preserve our standards, and preserve our traditions/traditions while we're at it. Our core sales. "How did P company do their products so smooth" statement will come right where we look and is always happy to give advice or information to anyone who should ask. I have seen people at the time the information, and I get so sad.

Thank you everyone in the past, present, and future who will continue to strive for the excellence which is the NMRA. Remember, it is our HOBBY.

Sincerely, model railroading,
Christian P. Ehrenhaus, PhD

Announcing 2-10-2

Reading the 2-10-2 review on page 88 of the January 2013 issue, it reminded me of my uncle, Archie Jewell, who was an engineer on the Boston & Albany. Railroad. He worked out of West Springfield, Massachusetts. He conducts locomotives. He told me interesting story about them, and I thought you would find it interesting (my opinion it is.

Due to having explosive steam, these locomotives had difficulty negotiating curves. Before they decided frequently. So when the locomotive approached a sharp curve where it would effective, my uncle (whose driving) would throttle down to a very, very low speed, yield the throttle to his fireman, and climb alongside the tender to the front coupler/hook down at the pilot/cow catcher. Then he would manually handcuff to the locomotive spot upon descends a little bit. The speed was increased this way until the point would when began to climb the rail, at which time, my uncle would quickly signal back to the fireman to slow down until the wheel dropped back over the rail top again. What a time-consuming job to navigate the sharp curves without derailing. Needless to say, the railroad eventually did straighten out the curves.

Finally, the locomotives were sold to the Canadian National Railways, which they preferred, subsequently the rule was 90 years.

The good old days...

Regards,
Richard J. Armstrong

Live Steam

On December 19, 2013, Brad Holland, a good friend and an outstanding model railroader, could be last ride on his beloved 1:8 scale Ozark Scale 0 Pacific railroad. Brad was a young, WWII veteran of the Pacific Conflict, and received unit registered and repeat Distinguished Flying Cross. Brad was born in Q&AP territory. His model railroad in Branch that he ran on a compact railroad when railroad designed during his lifetime. Brad modeled the Q&AP from the 1940 WWII to the heights late 1960s, until the Q&AP was absorbed by the large railroads of the day. He built his railroad as the era of his home. It was love at the moment and relive the memories that existed the times spent on his double deck.

The Q&AP will be missed.

Carl Grant, NMRA 1161

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HOn3 D&RGW and RGS

Peachtree 2013 NMRA National Convention

story by Jim Hoffman, contributing editor; Peter Youngblood, editor

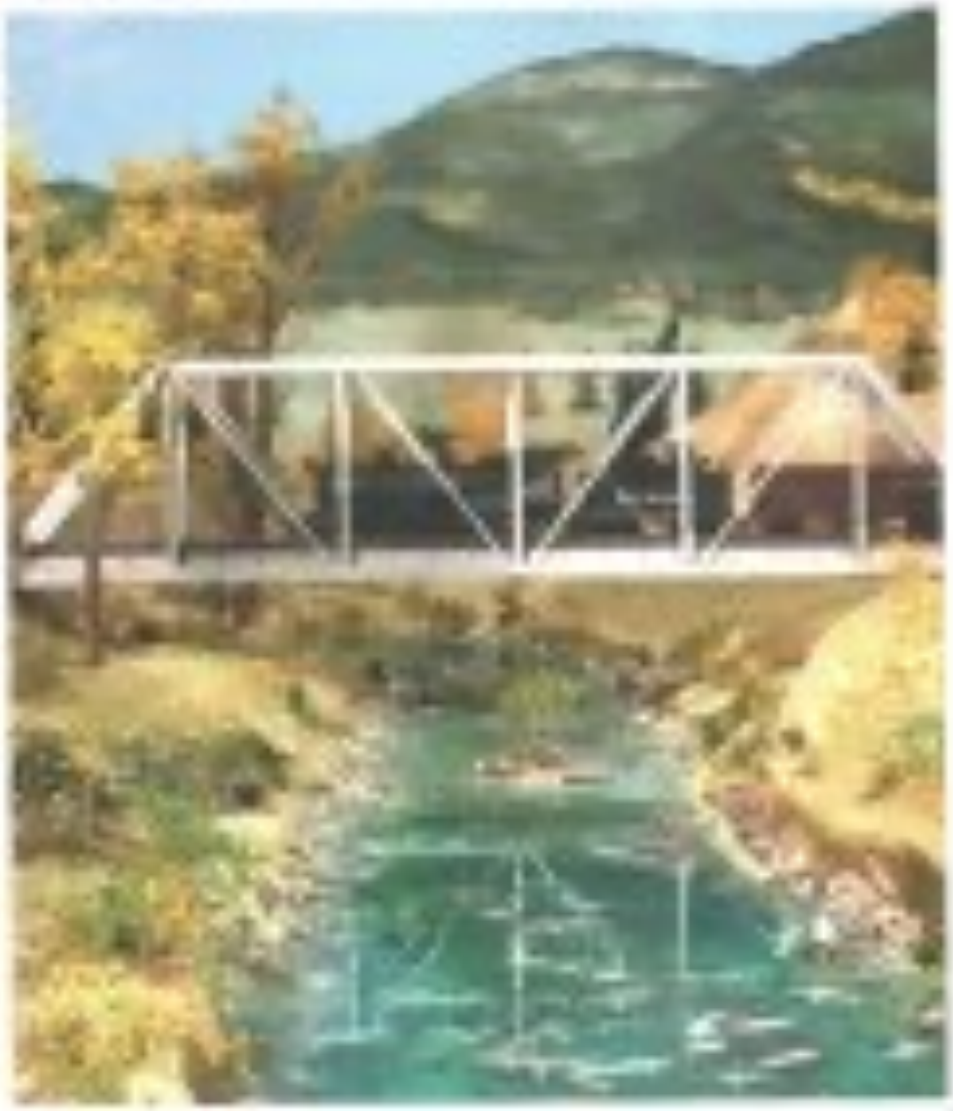
In all began about 10 years ago after a chance meeting with John Koch, founder of the well-known sales company Grain Belt Products. John, a respected narrow gauge modeler for many years, invited me to try his beautiful Ozli layout at the Rio Grande Southern at the railroad was in the 1930s. Coincidentally, this chance meeting also happened when I was heading for Chama, New Mexico, to ride the Cumbres & Toltec Scenic Railroad. That trip became the catalyst for my latest modeling efforts. Returning home, I couldn't wait to start doing my individual HOn3 layout and start designing my visible ambitious HOn3 version of the D&RGW and RGS. Fortunately for my future sanity, no help. Before long, we designed a track plan of the D&RGW's 6th Division from Durango, Colorado, to Cumbres Pass, New Mexico, to the wilderness 29x120-foot basement space (the RGS) portion would come later). Included in the plan were Durango and the scale railroad shops, Lost Canyon Jct., Chama and the wall mountainous Liberty Bonds and Cumbres Pass. The design also included a return loop to Chama.

In the D&RGW layout manifest, the planners decided to add the RGS extension beginning with Durango connections, again with John's help. The 29x120-foot RGS track plan extension included the Farley Creek Sawmill that was part of the New Mexico Lumber Company, as well as Belmont, Ventana Creek, Rio Lloyd Mesa, Ophir, and Ridgway, complete with reverse and roundhouse. The layouts are connected to a single track swing-gate.

Basic Layout Construction

I constructed the layout benchwork using the popular L-girder method. I used ¾-inch plywood as sub-roadbed for yards and splines and roadbed beyond about four-inch-wide to yards, we used ½-inch plywood as we used cork roadbed everywhere else. Some layout sections are curved, forward towards all corners are covered, the same found at John's remarkable Old RGS backdrop homophone Jennifer Christian as well as John's photos taken years earlier to our second Durango Layout commercial photos recently purchased from Trackdrop Workbench for the RGS backdrops. Different Eastern to Western Mountain painted like it.

Initially, I used Woodland Cork "N" track sections, but after purchasing enough pieces that Gaylord discovered it required hand-laying my own roadbed. All my No. 6



Colorado and New Mexico. Even more contrast with Grass Engines' "Super Dust" essential for branches and a sprinkling of light green and yellow autumn undergrowth from Scenicsexpress. A light misting of compatible, unscented hairspray holds everything in place. Other trees were hand-made by carving and twisting fuzzy wool stranks or stitched-added branches made from Caspia.

Structures are my DMG/OF. Black Lantern are crafter scratchbuilt or assembled from Banner Models, Rugg on Rubber, or Grande Line kits. John scratchbuilt one shed to resemble one. The remainder consists are from New York Railway Supply, and they work flawlessly.

Locomotives and Rolling Stock

By modelling the late 1930s to early 1940s, it was easy to narrow myself to locomotives and rolling stock appropriate to the era. I currently own 11 locomotives. Four are Blackstone Models 4-6-2T Ltd. 4-6 and two are Blackstone C-19s. One other is a mainstream of heavy engines, including K-28s, K-36s, and a K-37. There's also an 80-ft-size wheelie in the collection. All are equipped with added pickup wipers and Tsunami sound decoders. Walkaround is a mixed 70-freight and passenger cars, either Blackstone Models or built from Kennedy Cars or Precision Scale Company kits.

Operations

Realistically operating my layout was foremost from my mind when I began construction. A few years ago I received an invitation to join the Chesapeake Cypress Central Railroad operating group that operates on members' layouts every month. I saw the invitation as a perfect first step to find out what operating sessions were all about. I quickly found out the track plan's strengths and weaknesses and later made changes and refinements to the original design. My layout is very train-oriented, operations-oriented, and the combination of Digitrax DCC and Tsunami sound add immeasurably to the fun of running trains realistically.

Ahead

More scenery on my switchyards and another 500 cars to be painted, but one thing I know for sure is I'll never regret constructing a narrow gauge. Please come and see for yourself. My USGS (38.810°W 99.2) layout will be on tour [illegible] "Rails to Kingsport" Nashville, National Convention, June to Atlanta in July 2014. Visit www.smmr.org to register.

Left: A train rounds a bend in the mid-distance.

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LDSIG Activities Highball into Atlanta

Peachtree 2013 NMRA National Convention

story by Keith Strohmaier, Mike Barry, and Bruce Bunce

The Layout Design Special Interest Group (LDSIG) looks forward to welcoming its members to Atlanta and "Peachtree Express" the 2013 NMRA National Convention. We've planned a complete program of activities, including Meet and Greet, Layout Design Boot Camp, LDSIG Clinic Tracks, Layout Design Contesting, LDSIG room, and "Wednesday's Self-guided Layout Tours" plus Friday evening's LDSIG Banquet with Scott Hechtkopf, the Banquet Speaker.

LDSIG Meet and Greet (Sunday Night 7–10 LDSIG Room – Everyone Welcome)

Come and meet fellow LDSIG members as they introduce themselves and their layouts and plans. Learn about last minute opportunities for room and train seats at the Wednesday Self-guided Tours.

Layout Design Boot Camp (Monday Morning 9–Noon $40 Room)

Layout Design Journal (LDJ) Editor Byron Henderson and LDSIG President Dave Frary will take you through an intensive four hour program that explains how we design a satisfying model railroad. Bring plenty of pencils and notepaper! (Open to all)

LDSIG Clinic Track

LDSIG offers a series of clinics on topics of Layout Design and Operations interest. Clinics are held each morning and afternoon. Until LDSIG receives the participation allotment, except Wednesday (Self-guided Tour Day), Friday clinics are the only clinics we can be sure will be there. Attendance is free for the clinics. (Open to all)

Wednesday LDSIG Self-guided Layout Tours

$12.00 (Membership Required)

This year I will guided tours promises to deliver a nice variety of layouts for our members' enjoyment. In the past, these tours have served to highlight some of the most innovative layouts under construction in the country and this year is no exception.

First is Jared Harper's "Atmosphere of the 1870's" Small Scale Antebellum Southern layout featuring a plan closely following the historic 1870 original small plan with an operating scheme that dates back to historical heyday of traffic and service. There aren't any 100 car mass groupings of modern freight cars or small steamers going about their business of bringing exotic goods to life. Digitrax DCC handles the command control duties and in keeping with the prototypical theme, TOUCH-O-MATIC all locomotives, benefits an overarching motif that used by prototypical railroads to reduce maintenance costs/labor, crew training costs and fuel.

Next is Mike and Linda Broberg's #40-scale layout depicting a small town somewhere in Oregon circa the mid to late 1960s. The layout is designed as an interchange point with Oregon as the hub of activity. Where complete operations will be able to take a Portland to/from Coos Bay/Eugene/Klamath Falls/Bend turn, move cars to the Rail Terminal in Oregon, have refreshment at the Oregon Restaurant & Quincy and entertain at the "Blue Gate Cafe" in the Scenic Northern Area in Park, Minnesota. Dual mode on this 800 ft layout is currently at present a complete, with operations taking place on the Milk, BBOC, and CBAQ. Scenery is 30 percent complete, and this layout can easily accommodate 10 operators using Digitrax DCC.

The next layout is Mike Devaney's massive N scale project devoted to the Chesapeake & Ohio in all of its coal hauling glory. Mike's layout is a 40x50 foot multi-level design closely based on the C&O modules from Charleston, West Virginia, to Russell, Kentucky in 1960. Highlights include the yard complex at Russell with its two hump yards and the Lincoln Bridge over the Ohio River, a truly-run scenic line long 14-cars and 2 Digitrax DCC.

Another N scale layout is the ambitious "Scottsville to Monroe" rebuild project of the Louisville & Nashville's large, single-deck layout depicting operations between Gainesville and Atlanta, Georgia "as in the fall of 1979," this project features all layout elements from 1960 and 2014. Most routes to and from Atlanta, designed for operations, the railroad uses Digitrax DCC. Once the rules of operation [illegible] and the maintenance goals is 1 percent. Only a small amount of scenery is complete at this point time.

Next up is Mike Dunnett's "Colorado Joint Line Railway" a large model shelf HO scale layout depicting operations alongside Joint Line between Denver and Pueblo, Colorado, from 1973 to 1978. With a 40ft. front mainline run, there are lots of opportunities for interesting train meetings on the 1.5 percent rolling grade. Scenery has not yet begun, so NRC members will have an unobstructed view of the basic track. Digitrax DCC is also always control system and wireless throttles are in place for operating/signal system.

Phillip and Linda Reed's Denver & Rio Grande Western San Juan Division is a wonderfully executed On3 scale depiction of Colorado narrow gauge railroading. To date, 135 square feet of carpeted 1/8th square foot have been built. The room depicts the operations between Alamosa, Colorado and Chama, New Mexico circa 1884. Approximately 60 feet of a 100 foot mainline track is now complete. In keeping with the prototype, the maximum grade is 4 percent. Control DC controls will be replaced with DCC in the near future.

Mike Pendergast's "Delaware & Lackawanna Western" depicts the operations of this bridge line during the late 1950s. Mike models the northern Susquehanna Division, Pennsylvania with grades on both sides of the mountain. Visible mainline will be about 300 feet, and the six tracks crossing mountain will be 2.5 percent grade. Maximum train length will be 40 freight cars, plus power and caboose. Construction is well under way, and the new up the west slope is complete. HO members will find many choices when viewing this layout.

The Scottsdale commuting road scenic-sized layout incorporates Railroad Square. The layout is a [illegible] environment, the mountains to well under way. The layout is inspired by railroading in Colorado and Utah, specifically the SP&S and Oregon Pacific lines of the 1940s. Inspiration also

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Modeling Railroad News

From Concept to Publication

Part 3: Finishing Up and Putting It All Together

article and photos by R.K. Field

Over the last two months, we've looked at improving your photographic abilities, specifically by looking at an instructional article on the interesting a project. I fulfilled this criteria at previous photos that were taken during the build, now it's time to embark on the other side while taking the final photos for the article. You should have the completed subject in a natural setting. We will start by leaving the controlled environment of our inner studio and moving to the exterior (on a diorama), which presents us with several variables.

Lighting. While we all wonder how our favorite car finishes, it seems will pick you the definitive we very naturally overlook. While composing a photo we do expect, we must be hyper-critical of the surroundings.

Both shots: These two photos illustrate how depth of field can be controlled. Both images were taken at the same distance, with the same lens, at the same f-stop. The difference is the camera's position relative to the subject. The photo on the bottom was taken at the beginning of the sequence and the background is completely out of focus.

Both photos: These photos were taken at the same location and from the same distance as the previous photos, but with a different lens and f-stop. Here, the background is in focus, which helps to tell the story of the scene.

license. Adobing shows as "ACTIVATED" with the corresponding picture and product numbers.

Now we can begin building the entire catalog. I used processing programs such as 3D Word or a MARC equivalent. One tip while assembling an article is to make the third product or "inside the text" as possible. Most bibliographies have a small table or a reference that discusses topics where one can successfully research a topic or a theme or background. While we would have access to the computerized reference used for public service, one method for creating a study on our library is to list our documents on our table, the final article, making it easier for the librarian and for email while reading that our library are constantly dealing.

And I began by opening a blank Word document, then setting the margins to 1 inch on each side, each creating a header with the title and page number on the first page. Next, skip a line, then create the first primary, adding the corresponding number (number 1 occurs as a New name down the page, skipping several lines, and begin creating the primary secondary adding the title number (1.1.1, and so on) next to each having to read how to work on each page. After reading the photos into the document, there with photo you're used along with its bracketed counterparts from the 'ACTIVE' folder into the FINAL folder. The 'ACTIVE' folder now holds whatever is left unused.

We have now created a basic template for the article enabling us to continue the text around the photos. You'll recall that in addition to the publication photos, we also took shots with index cards that were found with them. This information can now be incorporated into the article, creating close shots as unexpected to each photo to the document. Remember, it's just a matter of expanding on those brief descriptions to fully convey everything worthwhile into primary form now we finish.

While the style of an article can be a matter subjective, varying between both publishers and writers, I will offer some basic advice to ensure a level of professionalism. First, whenever the corresponding photo number when the text. Although we have fully explored the subject, the person doing the paper up an advantage over even to a model salesman. Consequently, this is not the case for the 'SEMI-AUTOMATIC' (including a reference to the current sales rate) or FIG 2 will go along way convincing that corresponding to command the text you recorded. Second, do not ignore yourself as an expert. For all to see, and even their shared observations other with. Most they know more. Third, don't ever be intimidated. Anyone who has ever recorded a photo that has elected as well as how they quickly lost interest. Instead, ask yourself what makes this subject interesting and then try to portray that to your audience.

Once the text is complete, go to work label each window using tough desk, as let's close it up. Start by erasing the primary window, the document. (As you erase the original, no data is lost.) Highlight everything (CTRL+A) in the window. You will immediately see the overall size while there is more blank white reading you to place pictures into by side within the document of your desire. Now it's time for the most

FINAL

SCRAP

(2)

(4)

(5) 4

ved of the article, which should be done as objectively as possible. Does it read like a Writers' Union telegram? Does everything make sense? Is every step described completely? Is there redundancy? Does the text fully express what the photos have captured? If any of these are issues, then now is the time to fix them. After all, professional submissions don't fall here, and you must be your own harshest critic. Once you've finished your draft, set it aside for several days — this is crucial. Reread it with a fresh perspective, making any changes you find necessary. Then read it aloud. Digitally or another medium, to give another perspective (it is amazing how many errors are discovered this way). Repeat the review process until you are fully satisfied.

Now that we've completed the article, we're ready to package up things. Keeping with the theme of our favorite web sites, even the site server (using the "GIVE MY business) so there remains one vital piece missing: the photos. Now, I'm sure you've been saving your photos in a well-organized fashion, right? Right? Well, if you haven't been, then you're in luck, because I'm about to show you how to do it. Even if you have been, you may find a few tips here that you can use to improve your workflow.

The first step is to create a folder for the photos. Name it something descriptive, like "Photos for Article." Next, open your photo editing software and import the photos you want to use in the article. Once they're imported, select them all and resize them to a consistent size. This will make them easier to work with and ensure that they look good on the page. You can also crop the photos to remove any unnecessary elements or to focus on the most important part of the image.

Next, you'll want to add some captions to your photos. This is a great way to provide additional information about the photos and to help readers understand what they're looking at. You can add captions directly in your photo editing software, or you can create a separate text file with the captions and the corresponding photo numbers.

Finally, you'll want to save your photos in a format that's suitable for the web. JPEG is a good choice for most photos, as it offers a good balance between file size and image quality. You may also want to create a smaller version of each photo for use as a thumbnail image.

Once you've done all of this, you'll have a folder full of well-organized, high-quality photos that are ready to be used in your article. This will save you a lot of time and hassle when it comes to actually writing the article, and it will also make it easier for your readers to find the photos they're looking for.

Fig. 4.11 Viewing all your photos here can make your life a lot easier when it comes to writing your article.

the submission. It also helps to keep the process and conversation in one place. Once all the photos and the article are ready, they should be located in the folder. Make a copy of this folder (just in case something goes wrong) and then delete all the photos that you don't want to use in the article. This will help to reduce the file size of the folder and make it easier to work with.

Now, it's time to start writing the article. Open your word processor and create a new document. Start by writing a brief introduction to the topic you're going to be discussing. This should be a few paragraphs long and should give the reader a clear idea of what they can expect to learn from the article.

Next, you'll want to start writing the main body of the article. This is where you'll go into more detail about the topic and provide the reader with the information they're looking for. Be sure to use clear and concise language, and avoid using jargon or technical terms that the reader may not understand.

As you're writing the article, you'll want to refer to the photos you've selected. You can do this by inserting the photo numbers in brackets, like this: [1]. This will help the reader to understand which photo you're referring to.

Once you've finished writing the article, you'll want to add a bibliography. This is a list of all the sources you've used in the article, and it's important to include it so that the reader can find more information on the topic if they're interested.

Finally, you'll want to proofread the article carefully before you submit it. This is your chance to catch any errors or typos that you may have missed, and it's also a good opportunity to make sure that the article flows well and is easy to read.

Once you're happy with the article, you can submit it to the publication you're writing for. Be sure to follow their submission guidelines carefully, as they may have specific requirements for how they want the article to be formatted and submitted.

That's it! You've now written and submitted your article. Congratulations! It's a great feeling to see your work published, and I hope that you've enjoyed the process.

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Baggage Wagons

article and photos by Mitch Dalton

Having completed all the passenger stations on my layout, it was time to turn my attention to operating each of the seven baggage wagons. My first choice for this operation was the Jordan Products 300 station baggage wagon. I tried to the company's "Highway Miniatures" line, each kit contains two baggage wagons models. Resin sturdy detailed models are molded to the rail and great scales found on many baggage wagons throughout the United States. I made four of them following the Jordan instructions. The finished models were ideal wagons for the prototypes, but their thin scale fidelity makes them seem big in for switches and small handling them once on my layout. I suggest that you build one yourself and form your own opinion regarding the model's durability. If you agree that they are a bit on fragile, read on.

The freight part was a down-home when it came time to install the brass and rear bulkheads and load up the baggage wagons. Both my baggage wagons literally fell apart in my hands when I applied the slightest pressure. I believe that the finely molded window posts limit the amount of surface area available to the body adhesive to secure the brass bulkheads and floor together. These are very delicate models, and I did not want to snap them out from the work. I had already constructed two, I decided on salvaging the two, making the several posts from wire and scrap. All loads on the wagons needed to be removable when I ran them.

The first step in handling the weight was to drill the wheel sets out. I started with the front wheels on the wagon. Here I drilled out the 7/32nds inch diameter of the cast on them to the diameter that I would need for mounting the wheel sets. I opened mine to 3/16 inch. I then did the same for the rear wheels. The wheels are 0.70 inches apart and lined up with the holes. I then inserted aluminum tube to the wheel sets. The wheel sets are 0.180 inches below the bottom of the wagon floor. I secured each of the old steps in their holes with small counterbalanced drops of 5/32 applied to the inside of the floor. Next, I cut some 0.090x0.090 inch square brass wheel plates from 0.010 sheet stock. I drilled a 5/32 hole in the center of the so as to fit the brass tube mounting. The last step was to glue

Above: The Jordan Station Baggage Wagon kit has many detailed scenic castings and parts. Some of the parts are very delicate and require careful handling. Here I am installing the wheel sets.

Below: Here are the wheel sets to install the wagon wheels with the wagon body. Note the wheel sets have been mounted on the brass tube. The wheel sets are 0.180 inches below the bottom of the wagon floor. I secured each of the old steps in their holes with small counterbalanced drops of 5/32 applied to the inside of the floor.

Model STAs styrene resin cuts between are extremely delicate. Avoid cutting with thick engraver or the cuts will [illegible] Cutting [illegible] cuts, you can [illegible] then sanding [illegible] cuts can [illegible]

with ACC. Do not glue [illegible] bottom of the lift loop retaining lugs, then making a strong connecting assembly that allows the front cab and engine assembly to move from side to side.

Before installing the engine and fifth wheel/coupling assembly, make sure that the [illegible] are free to move. Also make sure that the [illegible] is free to move. Also make sure that the [illegible] is free to move. Also make sure that the [illegible] is free to move

Upper Left: The Railway Express Agency (REA) offered assorted baggage trucks for use in railroad stations as well as baggage wagons. Here, a small cart is 3D-printed and ready for painting. Its opening has diamond-shaped details at the corners of the short end. The rear wheels are single-flange wheel sets—more on how the wagons run.

Lower Left: Styrene sheet, the kind you see most often with model railroad buildings, makes up the floor of the wagon.

Right: Before you begin adhering the sides to the floor, you'll want to paint the wagon and interior, as it will be much easier to do so before the sides are added. Here, the wagon is primed with Tamiya Fine Surface Primer (Gray) and then painted with Tamiya Flat Green (XF-61).

above and 4 mm (less than ⅛ inch) below the roof. I made small hooks to short pieces of 0.010" (0.25 mm) brass wire and bent them into small loops to fit at the ends of the stanchion slits. I have found canvas gloves sold by Micro Mark to be perfect for making small, even pieces. Using a piece of plastic as the core, I bend the wire end of the hooks with the canvas gloves, and adjusted the shape as I single-bit I like the wagon. When I was satisfied with the shape hung freely with no binding, I snipped them off away with the branches of the wagon. The branches of the stanchion will appear to be attached to the wagon's roof holding them up.

When baggage wagons were in service, they usually ran around the station exposed to the elements. The metal roof held heavy packages protected well, but the wood sides and doors warped or cracked under the sun and rain. I wanted to be able to show this on the model, so I began by painting the sides with Tamiya Clear Brown. I then dry-brushed the wood again with Tamiya Flat Gray, after which paint dried. I roughed up the boards following the grain across the deck with a fine-grit sanding stick, leaving little bits of the original green primer and some gray exposed. This technique leaves a distressed look often found on old equipment. Use very gentle to avoid the color all the better starting this weathering process to prevent stains from over-dry brushing or a better overall look use a fine sanding stick.

With the deck board detailing complete, I then installed the doors and roof brackets. A quick check of prototype photos I found here, there are many variations and the Railway Express Agency (REA) always owned baggage wagons with

three hinges on each door. The doors on the wagon I'm modeling have two hinges on the left side and one on the right side. I used the hinges from the Tichy Train Group kit #3000 Baggage Doors. I cut the hinges apart with a sharp hobby knife and then glued them to the doors with Tamiya Extra Thin Cement. I used a pair of tweezers to hold the hinges in place while the glue dried. Next, I glued the doors in the open position to the wagon's sides. I used Tamiya Extra Thin Cement to attach the doors to the wagon's sides. I used a pair of tweezers to hold the doors in place while the glue dried. Next, I glued the doors in the open position to the wagon's sides. I used Tamiya Extra Thin Cement to attach the doors to the wagon's sides. I used a pair of tweezers to hold the doors in place while the glue dried.

Many railroad stations installed Railway Express Agency express shipments, and they were usually protected by baggage wagons stored inside the operating railroad and REA. To keep things straight for me, the railroads did not identify their baggage wagons. REA equipment was painted and lettered in the same way as railroad baggage wagons. It was also good public relations to see express shipments being loaded from baggage wagons that could be clearly identified as owned by REA, thus implying that they were serving express shipments at the same speed their customers were traveling.

Also to look after is available. I have a 1:1 door REA in my kit, so I don't need to worry about it. I'll still have to do is make them into small signs and affix them to the front and rear of your REA express baggage wagons. To do this, cut a small square piece of 0.005" sheet styrene and brush paint it or airbrush both sides of it with Tamiya Dark Green and allow it to dry. Then, apply the REA decals to the corners of the sheet. Add styrene to the end wagons and allow them to dry. Set the baggage wagon aside and apply a coat of Testor's Dullcote to protect the decals. When everything is dry, carefully cut the remaining sides of the sheet away from the small signs and glue them to the doors. Handle on your Railway Express Agency express baggage wagons.

Another thoughtfully included in baggage carts for each of the two baggage wagons in each kit. The workings are nice and detailed, but I'm not sure they are easy to get to work. If they should be painted, I significantly sped up the painting process by color-coordinating with Tamiya paint markers. Five pairs of these markers in sets of seven, and they really come in handy as the modeling workbench. I suggest you make a habit of buying them. The 1970s and 80s are now more plentiful. Brown (25) and Black were the most common colors and I use them on various painting things. Mine are given you're.

Station baggage wagons are always present on passenger station platforms and are necessary details. They can also be an indication that a railroad's operations where cargo baggage wagons are positioned as the ready to receive handles other baggage, such as U.S. Mail, express shipments, and passenger baggage. Railroad express baggage wagons will unfortunately loaded with outbound passenger baggage while REA baggage wagons will be loaded with outbound U.S. Mail and express shipments. Locations would, with knowledge, will share more on this topic.

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FRONT VIEW

REAR VIEW

Elliott Electrical

words by Pat Hawthorne MAIB

This is another one of those small businesses that will help support your model railroad empire. The one we've chosen is an Art Deco style building where lineman are still headed. On the front side of the building is a smaller loading dock, three feet high, which is a reminder scale. The design of the structure is interesting, long and narrow so the scale does not might typically find on a model railroad. There ample room with gable roofs make the exterior interesting and one that is especially easy to build. Imagine a team of electrical supplies arriving by rail, moved inside the building before lower into more municipality numbers, and then distributed by trucks throughout the region.

[illegible] shade is your [illegible] of your house and [illegible] corporate's plan. The foundation is very kind of the stone [illegible] the same thickness as the welded metal siding and painted with Poly Scale dark Concrete. The siding is horizontal welded wood siding either painted or stained with Pennsylvania Members. I prefer French Grey, which gives a weathered wood look similar to the majority of rural wood structures. In later years these same wood structures might have been painted. The roof shingles and the corner trim are also stained or painted to a contrasting color to the siding. The doors and windows are Grandt

Lines and are painted with Poly Scale paint in a contrasting color. The roofs are made of tissue board and edged with a 1/4 in wood fascia and a 1/4 in wood shingle ridge. The building received a computer slotter and die from Paper Cards or lapped strips of tissue paper cut and painted with Poly Scale Acrylic Black paint. The shelf marks made are brass tubes painted with Testor Black. The loading docks' decks are scribed wood siding on 1/4 in wood construction on 8x8 wood posts with 2x6 wood cross bracing. The loading docks are stained before assembly with French Oval Polyurethane Stain. The completed model can then be weathered with powdered chalk or pastels and sealed with either dry-cote or lusterglow.

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Research & Test Car

Coachyard No. 1 NKP/B.A. 1926, MMR
Mileage, Mandarin & Northbrook Department

The original prototype Coachyard was built from Ohio and Erie Railroad passenger equipment in Mandarin. Only minimal repairs and maintenance were performed on the car during its service life, and it was retired in 1969. Its primary use was to transport the Mandarin Shop employees to and from work. Additional duties included the occasional hauling of Mandarin employees' cars and work equipment.

Bachmann Spectrum 2-6-0 Mogul
HO Scale

Reviewed by Gary Brown

This product did not receive a Conformance Warrant

The earliest pre-Civil War locomotives with the 2-6-0 wheel arrangement, sometimes referred to as the Mogul, had a rigidly mounted engine truck. These locomotives were generally used for heavy freight service. Unfortunately, the rigid frame made the locomotive prone to derailments, especially when navigating the uneven and tight radius track sections in the pre-Civil War era. The problem was solved in the early 1860s with the introduction of the equalized leading truck. This truck was able to move independently from the driving axles and was self-steering. Derailments were greatly reduced. Moguls equipped with the new lead truck were now able to reliably pull more than the popular 4-4-0 design. Over the remaining years in the 19th century, various manufacturers produced more than 11,000 2-6-0s. Many railroads, such as Baltimore & Ohio, fabricated their own Moguls in the company shops. Mo3 No. 6600, presently on display at the B&O Railroad Museum in Baltimore, Maryland. Other railroads using large numbers of Moguls included Hamilton, Pacific, Pennsylvania, Illinois Central, Great Northern, Brunswick, Metro, and Canadian National. Toward the end of the 19th century, Consolidation locomotives began to replace the Moguls as the mainstay freight power. Interestingly, the USRA standard design of 1918 did not include a 2-6-0. Nevertheless, several 2-6-0s remained on the railroads right up to the end of steam in the 1960s. Walthers hopes their Mogul, built in 1999, employs [illegible]

Table 1. Conformance and inspection summary

Mechanical Specification Met in 2-6-0 Mogul	
STANDARD (required for Certification)	
3-D Couplers	Pass
3-n Wheels	Fail (1)
3-7 Clearances	Pass
3-8 Electrical pickup	Pass
RECOMMENDED PRACTICES (not required for Certification)	
3N-6.1.1 Elec. interface & wire color	Fail (2)
3N-6.2 Wheel profile	N/A

(a) NMRA 3-D Gauge shortages are slightly tight on B side.
(b) The wire harness is the correct color, but is positioned too far aft.

Below: The overall visual heaviness of the Mogul's tender and boiler gives it a pleasing 19th century look. The Mogul had excellent performance on both DCC and DC.

Below: Bachmann's 2-6-0 Mogul represents a prime for locomotive used from the late part of the 19th century to the early 20th. Mogul could be found pulling both freight and passenger consists.

weight wooden stars on some of its heavier line bridges. The last engine to operate in regular service were on Canadian National in 1960. One of the most popular 2-6-0 locomotives that still survives today is our Canadian National No. 89 under Strasburg Railroad in Strasburg, Pennsylvania.

Our product review sample for this month is Bachmann's HO scale Mogul narrow gauge 2-6-0 locomotive. PRR operated several different classes of the 2-6-0, all of which were part of the basic "T" class. Prototype records indicate numbers 100 through 114 were built by Alco at the Schenectady Works and were classified as G5's. They were mainly used in local express freight but some saw service as suburban passenger trains. In addition to the Pennsy livery, Bachmann also offers the class 2-6-0 in New York Central, Canadian National, Santa Fe, Union Pacific, and Boston & Maine schemes.

Our review sample was the standard DCC ready version, which retails for $120. Sound equipped versions are also available with an MSRP of $195. Go to Bachmann's website at www.bachmann.com for complete information. The 2-6-0 features cylinder cocks and cylinders, metal rods, separate handrails, E. T. Jones bell, Elesco pilot, operating Gyra headlight and backup light, backhead detail, separate cupola and modeled appliance details. On looking the bell, domes, and lines, on prompt, on tender, electrical generator, and a molded cowl detail. The coal load is easily removed to provide access to the NMRA standard socket-type plug for installing a DCC decoder. The space directly under the coal load and above the motor mounts a brass mat for an HO size decoder and an N scale decoder would probably fit better. On the other hand, there is plenty of room within the tender to add a speaker for an HO decoder if you're willing to sample some of the body shell. For those warm fog or snowfall events, the tender floor has pre-drilled holes for the speaker.

On the track, the Intrá 2-6-0 demonstrated excellent performance on both standard DC and with a DCC decoder installed. Its pulling force on straight and level track was 0.40 ounces. With a DCC decoder installed, the Mogul accepts very speed step 1 or silently creeps at slow speed. I recommend an instruction or booklet to the manufacturer unless forwarded to you. The locomotive can hold relatively thorough running instructions in both directions.

For the Conductor and Engineer

For more powerful locomotives such as the 2-6-0 Mogul, the manufacturer has provided for a decoder to be installed. Most DCC decoders are small enough to fit in the tender, but the Intrá Mogul's tender is so small that it is difficult to find room for the decoder. Modifying the tender to accommodate the decoder is not difficult, but it is time consuming. Fortunately, the Mogul's boiler is large enough to accommodate the decoder. Modifying the boiler is not difficult, but it is time consuming. Fortunately, the Mogul's boiler is large enough to accommodate the decoder.

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Left: Modifications to the front included replacing the cab seats with high-back chairs from the rear and installing new seat belts. Right: The ambulance's rear compartment was designed to accommodate a wheelchair, a stretcher, and a variety of medical equipment.

vehicle companies with extensive electronic engineering departments, but individuals.

There my brother-in-law showed me his newly purchased Nissan pickup truck. He asked if I would look for any ways he might be able to modify it to serve as a work truck. He asked if I would look for any ways he might be able to modify it to serve as a work truck. He asked if I would look for any ways he might be able to modify it to serve as a work

Higher: A vertical rack from the passenger seat to the rear, over-over-over-the-power-cord method that kept 30 cubic feet in front of the windshield. Back.

Upstairs, I was already remodeling the Kansas Highway Patrol about legalities. Most genre vehicle weights specify driver weight as 150 pounds, but my passengers would be a grand, always keep increasing or plates to provide). I agreed some states will be more lenient than others, and I'll be more lenient than others, and I'll be more lenient than others, and I'll

Left: Like most motorhomes of its time, the Winnebago Brave has a dinette that converts to a bed. Above: Looking aft from the front of the Brave's cabin. The upper cabinet over the bed is a storage area for luggage.

Below: The Brave's cockpit is roomy and comfortable, with plenty of room for two adults. The dash is functional, but not particularly attractive.

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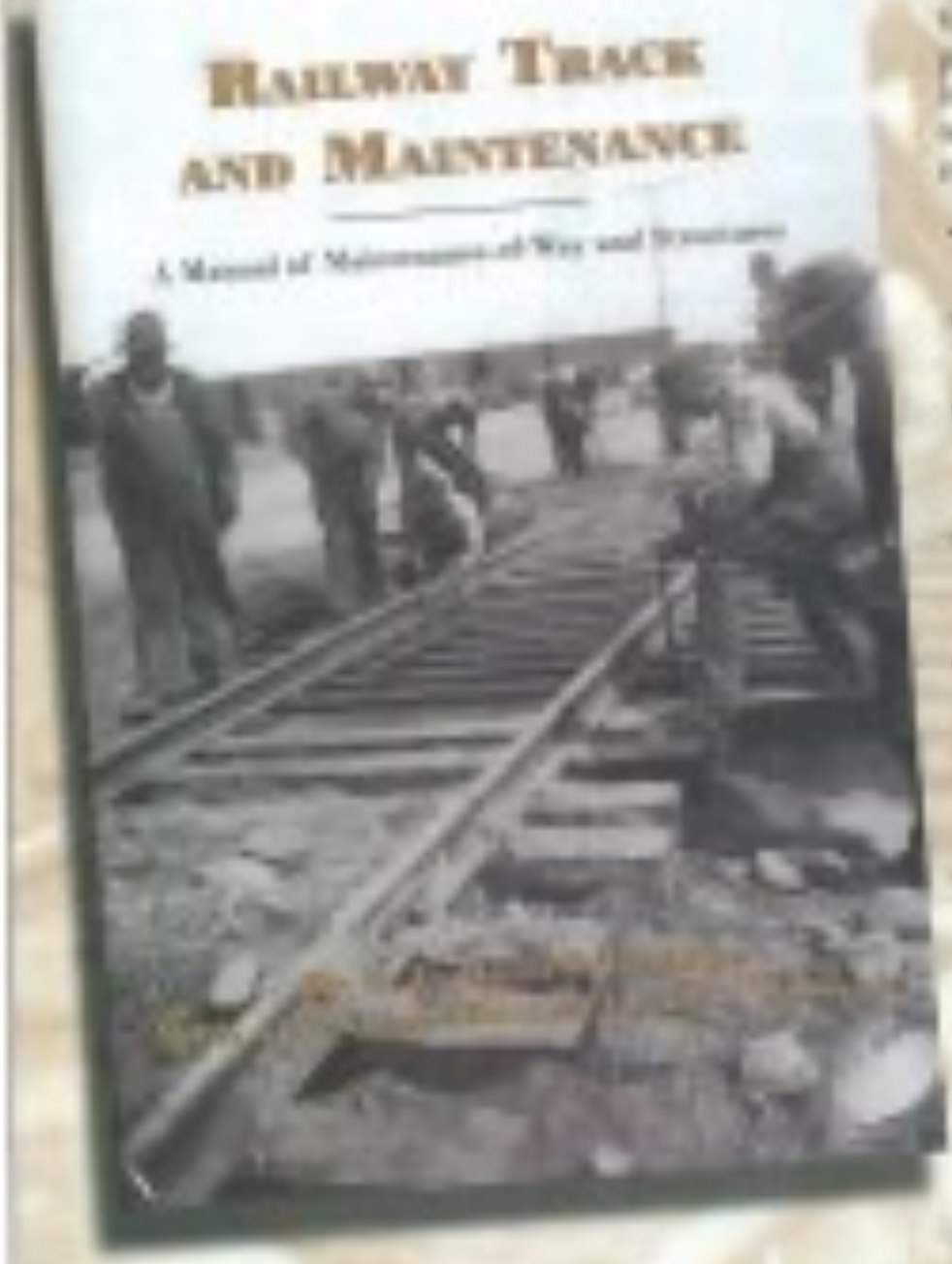

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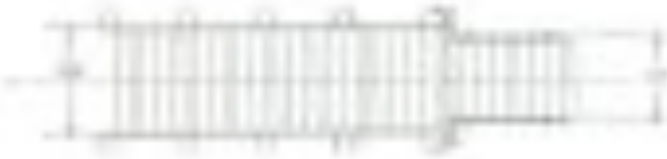
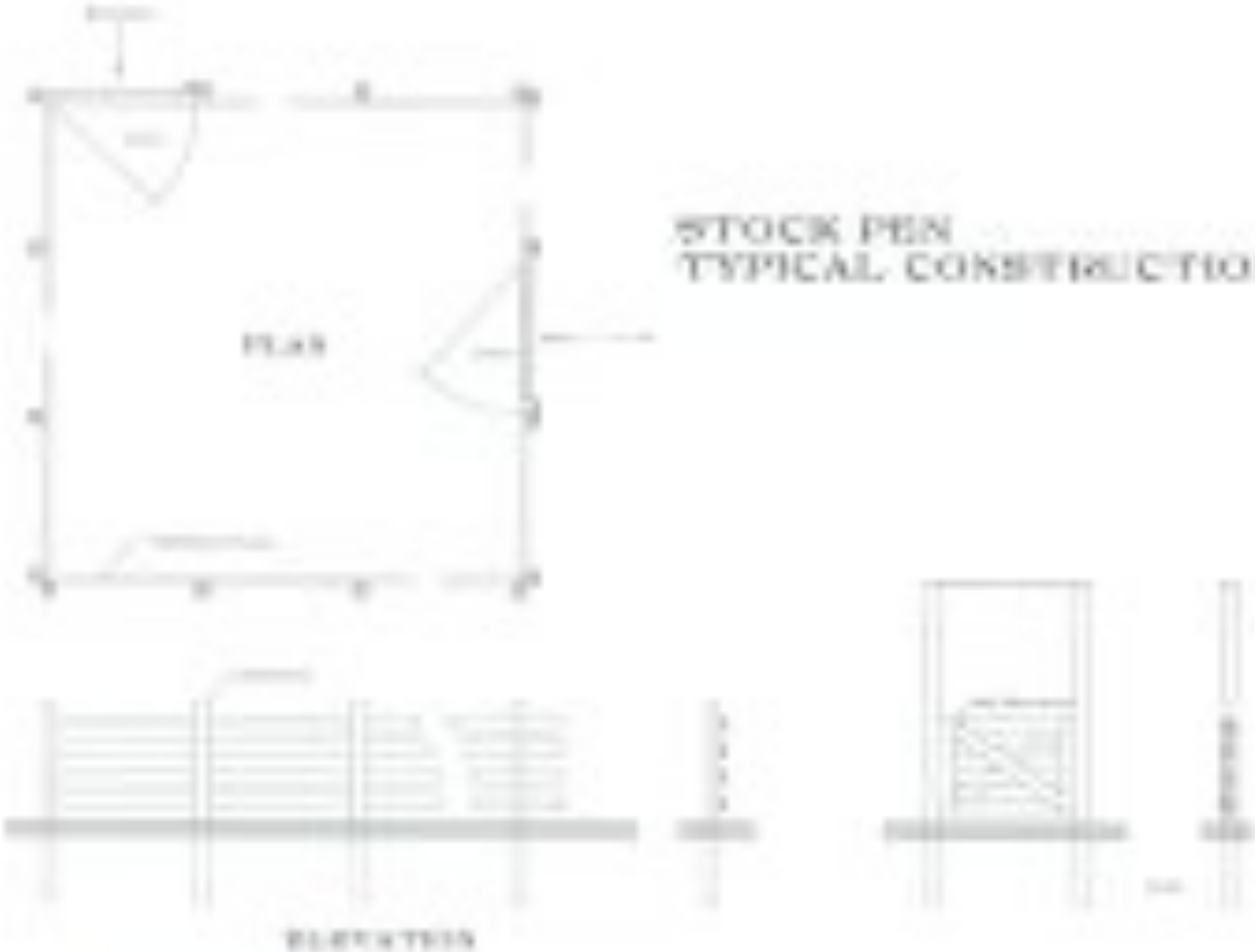


STOCK CHUTE
WITH COUNTER
BALANCED EXTENSION

Based on Pennsylvania RR Standard

by Harold Russell, MMR



Background

The Kirkbuck Museum advised Orin's he an inventive interesting railroad-related drawings, one of which was stock pen plans. How modified the Patriot's original drawing to make it suitable for publication. The conversion is unique in that the chain's attention to the track use is hinged and counterbalanced, whereas the conventional practice was to lay a ramp between the cars. The re-modelling of this chain can be modified to suit your layout requirements. It can also be adapted for diesel track or truck use too.

Modelling

For those of you who also want to model a cattle pen, I offer the plan shown here. It's a generic plan based on no specific prototype. The size of the pen depends on how much real estate is available on your layout. If you choose, you can order scribed plan that comes with the Campbell Scale Models 307 kit. It is available at www.campbellscalemodels.com. Similar cattle pens were used by the Great Northern (today's BNSF) and its predecessor SPM Lines of Idaho Railroad.

This chute is designed to facilitate the immediate loading of livestock from a truck or wagon pen to a railroad stock car. Modelling the chute and a pen can be a one- or two-night project. Since the prototype is made from wood, I suggest using basswood. Kapler Mill and Lumber Company offers scale lumber cut to the exact dimensions of the prototype lumber. Before assembly, paint the wood to simulate weathering. The 1/32 inch scale and 2½x2½ inch size can be made from 0.030 inch basswood.

Two local hobby shops, Wildbear, in Brown, Kapler are good sources, but also mail-order. To enhance the appearance of your models, glue finely sifted real dirt to the pen. In addition, sprinkle real weeds. A coat of well-thinned glue on the dirt or weeds can be placed around the inside of the chute. A larger, more complex addition you can place on the outside. Sprinkle a light coating of dirt on the floor boards of the chute.

Finally, populate your model with livestock.

NMRA BULLETIN

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Niagara Frontier Region
Raymond Howard, Geneva, New York

Southeastern Region
Jimmy Rhodes, Panama City, Florida

MDR CIRCUIT: All Master Model Railroaders (MMR) are invited to work with other MMRs by contacting C.J. Riley, MMR, cjriley42@yahoo.com.

AP QUESTIONS: If you have questions about the AP program or requirements, don't wait for your local or Region AP manager. Direct all your questions to Frank Koch at fkoch@kalmar.com.

If you prefer to write, contact Frank at 4747 Silverwood Drive, Blacksburg, VA 24060.

MMR: MMR Shirts are [illegible] Contact Pat Chamberlain.

[illegible]

I received Model Railroader magazine for many years before I was able to join the hobby. I was about 10 years old when I first saw a copy of the magazine at a newsstand in Fort Smith, Arkansas. It [illegible] I could save up enough money to buy it. I remember how "alive" the engine seemed to be as we gazed up at it, the roar of the diesel and the steam coming out everywhere. On my third birthday, my grandfather gave me a Lionel train set with a Pacific type locomotive, and my lifelong hobby began.

Dad and I both owned Lionel layouts in the garage. As I entered my teens, Dad started losing interest, probably because of his work. At age 12, I traded all the Lionel for HO equipment and built my first layout in the garage. It was quite small, a 4×8-foot board attached to the wall with a large sheet of plywood that [illegible] when not in use.

I remember my first HO locomotive. It was an Athearn Hustler 0-6-0 switcher in the Black Widow scheme with the [illegible] I still have.

As I got older, I became interested in cars, and my first [illegible] was my first car at the age of 16. Now a retired welder, I [illegible] I still enjoy [illegible] my engines. I'm [illegible] and [illegible] at the time the [illegible] running because it was always up. Lionel Trains also [illegible] I could fit it [illegible] ... I had about 10 trains.

I got married [illegible] and [illegible] my wife [illegible] I went to U.S. Navy Gun Boat Control "A" school, where I learned basic electronics. I was stationed in Japan and Okinawa after "A" school. My wife traveled with me, and we had a long honeymoon [illegible]. In the Navy, we moved to Tulsa, Oklahoma. We [illegible] children there. I built their layouts while living in Tulsa, two N-gauge and two HO. We [illegible] [illegible] ... and finally [illegible] to Fort Smith, Arkansas. I was [illegible] and [illegible] my layout [illegible] I had [illegible] and [illegible] I [illegible] my layout [illegible] I had this layout about 90 percent finished [illegible]

and it was fully operational. We have been operating another section since.

Sometime in the late 1970s, early 1980s, I got interested in Sci-Fi and building HO scale as a beautiful major and started building an N-Sci layout. I had only started to build a N-Sci layout when we moved to Fort Worth, Texas. I scrubbed the Colorado N-Sci because I was in the process of [illegible] and we spent a lot of time visiting grandma. I was very [illegible] and we moved there to live with Grandma.

Sometime during my time over there we got our basement in order [illegible] and we spent a lot of time visiting grandma. I was very [illegible] and we moved there to live with Grandma.

In the mid-1980s I joined a model railroad club called the Mid-Cities Model Railroad Club. After about two months with the Mid-Cities club, there was a reorganization with a new name, the Texas Western Model Railroad Club. I was elected as the secretary/treasurer of the Texas Western and served there in that capacity for [illegible] years. I also served as vice president for several years. In 2006, we became a [illegible] NMRA club.

In 2000, my member, John T. Bailey, got the club interested in the Achievement Program, so I decided to do several the model railroad. I had already done all the Basic Achievement [illegible] and all the [illegible] Basic Achievement, but the public audience at many as 1,500 people came to see the layout. After looking at what I had personally done and filling out the AP forms, I had enough for an AP Certificate. John Bailey contacted [illegible] and then from the Lone Star Region to come over to see Jule and judge all my AP forms. When they left, I had earned all my AP Certificates. Glenn showed me that because my club is a [illegible] club, I cannot [illegible] the Volunteer Certificate for all the [illegible] to [illegible] about a year later, I [illegible] and [illegible] my layout and had them judged for merit. This gave me eight Certificates and the title of MMR #7.

The AP program has made me a better modeler and [illegible] a challenge for the Master Builder Certificate. Whether I can attain all 12 Certificates is unknown, but I am going to give it a try.

Bruce Applegate at a recent NMRA meet.

As an avid model railroader, I have always started with a layout as a foundation. This evolved to the present [illegible] Central Alaskan with a small Pennsylvania Railroad theme. For a number of years, every Christmas brought a few more cars, track and locomotives. The last Lionel Locomotive was a new GG1 purchased for my engineering that lasted from my engineering career. Lionel had Electric, but the name was usually up on the Boss somewhere in the house.

I was introduced to scale model railroading during a visit to the Queen Ann Museum in the Ozarks. There was an HO scale layout that operated on battery-powered "Blue Comet" motorcycle. Upon my return to the Dayton Extra Session. That evening, [illegible] I went out to see it operate.

I started only as a hobby, since the Delaware & Ohio [illegible] was located [illegible] and offered their services as the way home from school. I could be found sitting on my bike watching as did a double freight locomotive. Then I was introduced to HO scale and to the Varney Railroader, the Model T, and the locomotive Boy Diesel Windsor. My first real only HO car was a Gabor Diesel locomotive with Baker couplers. I decided then that I still liked the bigger trains.

The Lionels were eventually put away following high school, college marriage, kids, and several career moves. I dipped the old trains. I built a few simple layouts with no real success. It was in the early 1990s when I began to build Ozark Line with three rail trains. During several business trips to the Denver area I visited the HUB Hobby shop. That store was, and still is, a major source of Ozark resources. After the second visit, I decided that I was going to go to Level 11 scale. Before long, I was into building and even building Ozarks cars and structures.

I joined the NMRA in 1998. I didn't attend any of the meets until some time in 2000 when I went to a [illegible] Region Convention [illegible] meeting. I was very impressed with the activities they sponsored, such as Key Loco meet, badge making, [illegible] of model railroading books in local libraries, visits to members' layouts, and monthly model contests. I entered a model in the next month's contest and became acquainted with Stan Germann, the contest chairman at that time. It was Stan who convinced me to keep building models and entering them in contests. By 2003, I won the contest's first place plaque for the year.

I joined the Circuitous Model Railroad Club, which is Ozarks [illegible] NMRA club. At one show that Mike Brandt and Frank Koch entertained me on the Achievement Program by encouraging me to bring some shiny models to the modular railroad layout. Mike Brandt, Achievement Certificate in 2000 for Lone.

Throughout the [illegible] I continued to build Ozarks [illegible] [illegible] Ozarks with a partially [illegible] layout. I took [illegible] on the Local Division [illegible] show. The [illegible] and [illegible] [illegible] and the [illegible] [illegible].

I [illegible] for [illegible] under Grande [illegible] and the Cincinnati [illegible] Historical Commission. Those [illegible] along with being the chairman for Division 7 [illegible] Division Meeting for several years helped me earn the Meritorious Volunteer Certificate.

Several years ago, I began to build my [illegible] Ozarks [illegible] including the Pitt, B&O, and [illegible] they were [illegible] Kentucky [illegible] Greenville, Ohio, in the early 1950s. By mid-2005, I had completed the Electrical and Civil Engineering [illegible].

I want to thank my wife, Rose, for her patience and understanding all these years. I also thank Mike, Stan, and so many other Circuitous Division 7 members who [illegible] simple, complex, who [illegible] [illegible] subscribers. I am especially appreciative of all the help and encouragement [illegible] Frank Koch for completing my AP requirements.

It's a [illegible] to be the 60th MMR from Circuitous Division 7 [illegible].

Bruce earned the following certificates: Master Builder—Civil, Master Builder—Structures, Association Volunteer, Model Railroad Author, Model Railroad Engineer—Civil, Model Railroad Engineer—Electrical, Model Railroader, Master Painter.

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by Todd Gilbert
toddg@mrrmedia.com

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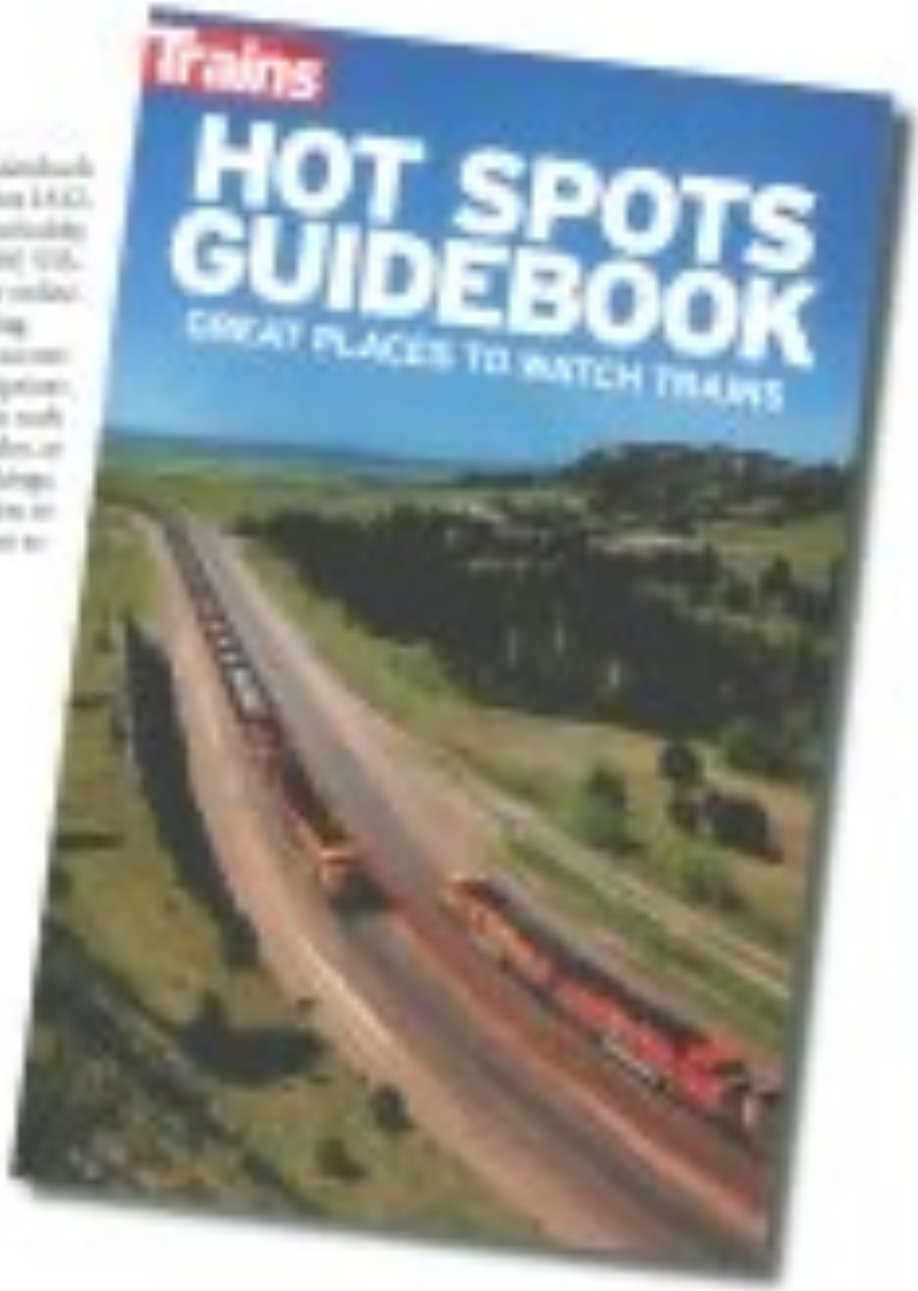

Hot Spots Guidebook

By Trains Magazine Staff. Published by Kalmbach Publishing Co., 21027 Crossroads Circle, P.O. Box 1612, Waukesha, WI 53187-1612. To order contact your favorite retailer or to order this book directly call 1-(800) 558-6644 (Monday through Friday, 8:30 a.m.-4:00 CST) or online at www.KalmbachStore.com. $21.95 plus shipping.

Kalmbach designed this 11 x 8½-inch hardcover as an easy-to-use reference (no kidding). Packed with maps and descriptions of forty railroad locations, the edition can turn nearly any spot in Kansas City, Chicago, and Los Angeles, or well in excess, into train-hungry prowl and meadowlarks. Numerous full-color maps and images allow readers to quickly navigate the nearly 200 different locations arranged alphabetically by state.

History in a Click

Text by Stephen M. Priest, MMR

The NMRA Online Archive

Cargo, Rock Island & Pacific 4706 was one of 50 Electro-Motive E9As ordered by Union Pacific. 4703 left the yard in April 1956 with sandwasher 3440C and was numbered 703. The lettering Great marked for Rock Island's eleventh change in 1980. Unfortunately, acquired their entire stud of dreary service. Missouri Pacific to circulation without painted to Union Pacific Armory Yellow with Missouri Pacific lettering.

Even though 4706's original paintscheme went by the wayside a surprisingly long life awaiting for Missouri Pacific, Union Pacific and then DRGW. Here, the 4706 is switching in Union Pacific's side to Topeka, Kansas crossing from the south side to the north side of the Kansas River. The short trip to Kansas City, Kansas Pacific will be over with commercial UP markings and markings lights. The Rock's platform is part of Union Pacific's extensive that has recently been refurbished to its former glory. Unfortunately, much of the brick platform and the Rock themselves gone.

Have you ever wanted to look up a photo you remember seeing in an old issue of *Model Railroader* magazine? Or maybe you're looking for a particular article you read a few years ago? Now you can do it with the NMRA Online Archive. Just point your browser to www.nmra.org and click on "NMRA Online Archive." Then let the history begin!

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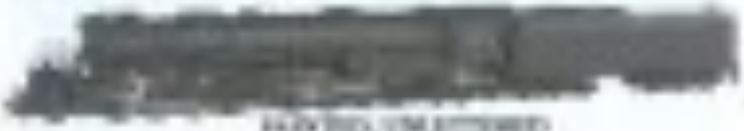

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